

**NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, DC 20594**

**HUMAN PERFORMANCE GROUP CHAIRMAN'S FACTUAL REPORT-  
ADDENDUM 2**

**LOCATION & DATES  
DCA01MM022**

**A. ACCIDENT**

Accident No.	DCA-01-MM-022
Vessels Involved:	USS Greenville, MV Ehime Maru
Location:	About 9 miles south of Oahu, Hawaii
Date:	February 9, 2001
Time:	1343 HST <sup>1</sup>

**B. OPERATIONS/HUMAN PERFORMANCE GROUP**

Tom Roth-Roffy, NTSB, Operations Group Chairman  
Will Woody, NTSB, Human Performance Specialist  
Barry Strauch, NTSB, Human Performance Specialist  
Lt. Charlie Johnson, US Coast Guard  
Lt. Commander Rick Santamauro, US Navy  
Commander John Caccivio, US Navy  
Capt. Tom Kyle, US Navy

**C. Summary**

On February 9, 2001, at 1343 local time, the USS Greenville, (SSN 772), a Los Angeles class submarine, collided with the Japanese Motor Vessel, Ehime Maru, about 9 miles south of Oahu, Hawaii. The Ehime Maru, engaged in teaching Japanese high school students the fishing trade, was traveling at 11 knots, on a course of 166°, en route to a fishing area. The Greenville was engaged in a distinguished visitor cruise, a Navy program that invites civilians to observe actual operations aboard its vessels. The Greenville struck the Ehime Maru as it completed an emergency surfacing maneuver from a depth of about 400 feet. The Ehime Maru was damaged and sank as a result of the collision. Thirty five people were onboard the Ehime Maru. The bodies of eight were found when the vessel was retrieved from the ocean floor. A ninth was missing and is presumed to have been killed in the accident. The Greenville was damaged but was able to return to Pearl Harbor under its own power. There were no injuries to any of the persons on board.

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<sup>1</sup> All times are in Hawaiian Standard Time as read on a 24-hour clock, unless specifically noted.

## **D. Report**

According to the Chief of Staff of SUBPAC, a former Commander in Chief (CINC) of the Pacific Fleet submitted a request to SUBPAC for a group of people involved in fund raising for Navy causes. The Chief of Staff believed that such a request from a former CINC was unusual and gave it high priority. The Chief of Staff directed the request, through the unit's Public Affairs Officer, to the Greenville, because he believed that it and its commanding officer had good reputations, and because the chief of staff's son in law was the Engineering Officer on board and he was hoping to observe his son in law before he got reassigned from the Greenville. He then traveled to San Diego to observe operations on board a submarine. Upon his return he followed up on the status of the request to the Public Affairs Officer, but advised him that it was not critical that they respond favorably to the request, but if they could accede to the request, they should. Because of a change in schedule, the Greenville was not scheduled for any cruise on February 9. The Chief of Staff was confident that the Public Affairs Officer was aware of that.

The Greenville's Commanding Officer at the time of the collision told Safety Board investigators that a representative of the Public Affairs Officer called him to ask if he would be willing to take the group of civilians on a cruise on February 9, 2001. The Commanding Officer knew that the request had originated from the former Commander in Chief (CINC) of the Pacific Fleet. The Commanding Officer agreed to conduct the cruise on February 9, but believed that the CINC and the Commander of SUBPAC would escort the group. Two days before the cruise he learned that neither would escort the civilians.

Barry Strauch  
Asst. Director for Instruction  
NTSB Academy